Claims

1. Electric-motor driven parking brake in particular for a vehicle, comprising:
- an electric brake-actuating motor, in particular a commutator motor,
- a brake-actuating output shaft which extends along a second axis and is driven by the electric brake-actuating motor,
- a brake-actuating linkage which is arranged so that it can move parallel to a first axis which is essentially perpendicular to the second axis,
- a drive linkage from the brake-actuating output shaft to the brake-actuating linkage in the form of a cam disk or gate guide which is cam-like in the sense that it converts a rotation of the brake-actuating output shaft into a translational movement of the brake-actuating linkage by means of an actuation element which is guided along a surface of the cam disk or gate guide,
- wherein the surface of the cam disk or gate guide forms a height profile in a radial direction, and
- the orientation of the motor axis of the electric brake-actuating motor is essentially perpendicular to the second axis.

2. Parking brake in accordance with Claim 1, further comprising:
- a worm drive in the drive train between the electric brake-actuating motor and the brake-actuating output shaft.

3. Parking brake in accordance with Claim 1, wherein
- the cam disk or gate guide being shaped with the intention that an essentially constant load is exerted on the electric brake-actuating motor over essentially the entire brake-actuation cycle.

4. Parking brake in accordance with Claim 1, further comprising
- at least one rest position in the surface of the cam disk or gate guide with the intention of effecting a fixed positioning, which is self-locking with respect to restorative forces, of the actuation element.

5. Parking brake in accordance with Claim 4, wherein
- the rest position is located at the position on the surface of the cam disk or gate guide at which the actuation element is located when the parking brake is pulled on with essentially nominal force.

6. Parking brake in accordance with Claim 4, wherein
- at least one further rest position is arranged in the surface of the cam disk or gate guide.

7. Parking brake in accordance with Claim 1, wherein
- a gearbox, which links the brake-actuating output shaft to the motor shaft, is of self-locking construction.

8. Parking brake in accordance with Claim 1, further comprising
- an additional leverage conversion between the actuation element and the brake-actuating linkage.

9. Parking brake in accordance with Claim 4, wherein
- the rest position takes the form of a depression in the surface of the cam disk or gate guide.

10. Parking brake in accordance with Claim 1, wherein
- the motor axis runs parallel to the first axis.

11. Electric-motor driven parking brake in particular for a vehicle, comprising:
- an electric brake-actuating motor having a first drive axis,
- a brake-actuating output shaft which extends along a second axis which is substantially perpendicular to the first axis and is driven by the electric brake-actuating motor,
- a brake-actuating linkage which is arranged so that it can move along a line parallel to the first axis,
- a drive linkage from the brake-actuating output shaft to the brake-actuating linkage which translates a rotational movement around the second axis into a longitudinal movement parallel to the first drive axis.

12. Parking brake in accordance with Claim 11, further comprising a cam disk or gate guide which is cam-like in to convert a rotation of the brake-actuating output shaft into a translational movement of the brake-actuating linkage by means of an actuation element which is guided along a surface of the cam disk or gate guide,
- wherein the surface of the cam disk or gate guide forms a height profile in a radial direction, and
- the orientation of the motor axis of the electric brake-actuating motor is essentially perpendicular to the second axis.

13. Parking brake in accordance with Claim 11, further comprising:
- a worm drive in the drive train between the electric brake-actuating motor and the brake-actuating output shaft.

14. Parking brake in accordance with Claim 12, wherein
- the cam disk or gate guide being shaped in such a way that an essentially constant load is exerted on the electric brake-actuating motor over essentially the entire brake-actuation cycle.

15. Parking brake in accordance with Claim 12, further comprising
- at least one rest position in the surface of the cam disk or gate guide for effecting a fixed positioning, which is self-locking with respect to restorative forces, of the actuation element.

16. Parking brake in accordance with Claim 15, wherein
- the rest position is located at the position on the surface of the cam disk or gate guide at which the actuation element is located when the parking brake is pulled on with essentially nominal force.

17. Parking brake in accordance with Claim 15, wherein
- at least one further rest position is arranged in the surface of the cam disk or gate guide.

18. Parking brake in accordance with Claim 11, wherein
- a gearbox, which links the brake-actuating output shaft to the motor shaft, is of self-locking construction.

19. Parking brake in accordance with Claim 11, further comprising
- an additional leverage conversion between the actuation element and the brake-actuating linkage.

20. Parking brake in accordance with Claim 15, wherein
- the rest position takes the form of a depression in the surface of the cam disk or gate guide.